

INDIANA SENTINEL

WEEKLY.

INDIANAPOLIS, THURSDAY, OCTOBER 3, 1850.

SEMI-WEEKLY, \$4.00
WEEKLY, 2.00

NO. 17

WILLIAM J. BROWN, Editor.
AUSTIN H. BROWN, Publisher.

VOL. X.

INDIANA STATE SENTINEL:

A GAZETTE OF THE PEOPLE.
Office in THE SENTINEL BUILDINGS,
North Side Washington, near Meridian St.

AUSTIN H. BROWN, Publisher.

THE SEMI-WEEKLY EDITION

Is published every Wednesday and Saturday and Tri-
Weekly during the session of the Legislature, at
FOUR DOLLARS A YEAR, invariably in Advance.

THE WEEKLY EDITION

Is published every Thursday, and is furnished to sub-
scribers at the following very low rates:
One Copy, one year, \$2.00
Three Copies, one year, 5.00
Five Copies, one year, 8.00
Ten Copies, (in Clubs) one year, 14.00
One Copy, six months, 1.00
One Copy, three months,50

THE MONEY, in all cases, to accompany subscriptions.

Any person sending us a Club of Ten, with cash,
at the rate of \$1.00 each, shall have a copy gratis for
one year. For a greater number than ten, the gratuity
will be increased in proportion.

All Post Masters are requested to act as Agents,
and, as such, by a recent decision of the Department,
they are authorized to frank letters for the benefit of
subscribers.

All papers will be stopped at the end of the term
paid for, unless the subscription is renewed, except to
those with whom we have unsettled business accounts.

Drop Letters, addressed to this office, will not be
taken out unless a message is sent to our care.

Transient Advertisements must be paid for when
presented, or they will not appear.

No Anonymous Communications will receive attention
at this office.

Advertisements must be handed in by 10 o'clock, A.
M., on Tuesday and Friday, to insure insertion in the
semi-weekly.

This Paper offers inducements to Advertisers equal
to any other establishment in the State.

RATES OF ADVERTISING.

We will advertise at the following rates in our respec-
tive weeklies:
Patent Medicines at \$150.00 per column.
Business Advertisements, 25.00 per sq. col.
Legal and other advertising at 50 cents per square of
250 lines, for first insertion, and 25 cents for each subse-
quent insertion.

JNO. D. DEFREES.

INDIANAPOLIS, SEPTEMBER 28, 1850.

The New Paper.

In our last number, out of the pile then on hand, we
selected an article from a Democratic paper published
in the Northern part of the State, (the "Warsaw"
(Kosciusko county) Democrat,) condemning the es-
tablishment of the new paper in this city as calculated
to seriously affect the "harmony, union and suc-
cess" of the Democratic party in this State. We
this week make a selection from a Democratic paper
in Southern Indiana. The Paoli Eagle takes the
following view of the subject:

INDIANA STATEMAN.

The above is the title of a new Democratic paper,
started at Indianapolis, by Messrs. Ellis & Spang.
The Statesman is neatly printed and ably edited. Terms:
\$2.00 per annum, three copies \$5.00; seven copies \$7.50;
ten copies \$10.00.

We are sorry to see our friends starting a paper at
Indianapolis, where our party have already an aboriginal.
We are fearful it will result in injury to our cause.
In giving Mr. Ellis the office of Auditor of State, we think
the Democratic party does not only right, but a good
part by him; and he should have been contented with it.
While Chapman conducted the Sentinel, our party were
in their united support, not only by subscribers for it, but
by giving them all the public printing to do. The party
supported the Chapman's so well, that they were en-
abled to retire from business with a comfortable living in
their hands. Mr. Brown, however, the Sentinel, and
has made great improvements upon it in every particu-
lar, and we think the Democracy should extend to it,
their united support.

Public Sentiment.

The Auditor of State is likely to lose more than
he will gain by contending so strenuously for the
Convention printing, by virtue of his purchases, with
money, of the office of State Printer. The Ameri-
can Eagle says:

The Statesman contends that the printer to the legis-
lature is entitled to the work, and the Convention has
to authority to elect a printer. Last winter the legis-
lature elected Chapman of the Sentinel, State printer.
Since that time, they have sold the Sentinel to Mr.
Brown; and their contract of State, to Ellis & Spang,
of the Statesman. This is the reason why the
Statesman contends for such absurd doctrine. If the
doctrine of the Statesman is true, the Convention cannot
elect its clerks and door-keeper.

The legislature makes the State Printer an officer of
State, and the term of the office three years. Now the
question rises, can that officer sell his office? We
think not. The Governor, or any other officer would
have just as much right to sell their offices. If the
legislature does its duty this winter, it will
fill the office of State Printer, by another election.
When a man is elected to an office, we are in favor of
him discharging the duties of that office until his time
expires; or if he cannot, let him resign, and sell it.

The greedy disposition shown by Ellis & Spang, to
monopolize all the public printing will be the means of
their getting none.

Ohio Election.

Ohio will on Tuesday, Oct. 8, elect a new Govern-
ment, Delegation to Congress and Legislature, half a
Senate excepted, which holds over. The nomina-
tions for Governor and Congress already made are as
follows:

MEMBERS OF CONGRESS.

Whigs.	Democrats.
1. Hamilton, Wm.	1. Butler, J. C.
2. Butler, J. C.	2. Montgomery, J. C.
3. Montgomery, J. C.	3. Chapman, J. C.
4. Chapman, J. C.	4. Lucas, Wm. H.
5. Lucas, Wm. H.	5. Smith, Wm. H.
6. Smith, Wm. H.	6. Brown, J. C.
7. Brown, J. C.	7. Nelson, J. C.
8. Nelson, J. C.	8. Jones, J. C.
9. Jones, J. C.	9. Taylor, J. C.
10. Taylor, J. C.	10. Ford, J. C.
11. Ford, J. C.	11. Miller, J. C.
12. Miller, J. C.	12. Moore, J. C.
13. Moore, J. C.	13. Adams, J. C.
14. Adams, J. C.	14. Baker, J. C.
15. Baker, J. C.	15. Jones, J. C.
16. Jones, J. C.	16. Smith, J. C.
17. Smith, J. C.	17. Brown, J. C.
18. Brown, J. C.	18. Taylor, J. C.
19. Taylor, J. C.	19. Ford, J. C.
20. Ford, J. C.	20. Miller, J. C.
21. Miller, J. C.	21. Moore, J. C.
22. Moore, J. C.	22. Adams, J. C.
23. Adams, J. C.	23. Baker, J. C.
24. Baker, J. C.	24. Jones, J. C.
25. Jones, J. C.	25. Smith, J. C.
26. Smith, J. C.	26. Brown, J. C.
27. Brown, J. C.	27. Taylor, J. C.
28. Taylor, J. C.	28. Ford, J. C.
29. Ford, J. C.	29. Miller, J. C.
30. Miller, J. C.	30. Moore, J. C.
31. Moore, J. C.	31. Adams, J. C.
32. Adams, J. C.	32. Baker, J. C.
33. Baker, J. C.	33. Jones, J. C.
34. Jones, J. C.	34. Smith, J. C.
35. Smith, J. C.	35. Brown, J. C.
36. Brown, J. C.	36. Taylor, J. C.
37. Taylor, J. C.	37. Ford, J. C.
38. Ford, J. C.	38. Miller, J. C.
39. Miller, J. C.	39. Moore, J. C.
40. Moore, J. C.	40. Adams, J. C.
41. Adams, J. C.	41. Baker, J. C.
42. Baker, J. C.	42. Jones, J. C.
43. Jones, J. C.	43. Smith, J. C.
44. Smith, J. C.	44. Brown, J. C.
45. Brown, J. C.	45. Taylor, J. C.
46. Taylor, J. C.	46. Ford, J. C.
47. Ford, J. C.	47. Miller, J. C.
48. Miller, J. C.	48. Moore, J. C.
49. Moore, J. C.	49. Adams, J. C.
50. Adams, J. C.	50. Baker, J. C.
51. Baker, J. C.	51. Jones, J. C.
52. Jones, J. C.	52. Smith, J. C.
53. Smith, J. C.	53. Brown, J. C.
54. Brown, J. C.	54. Taylor, J. C.
55. Taylor, J. C.	55. Ford, J. C.
56. Ford, J. C.	56. Miller, J. C.
57. Miller, J. C.	57. Moore, J. C.
58. Moore, J. C.	58. Adams, J. C.
59. Adams, J. C.	59. Baker, J. C.
60. Baker, J. C.	60. Jones, J. C.
61. Jones, J. C.	61. Smith, J. C.
62. Smith, J. C.	62. Brown, J. C.
63. Brown, J. C.	63. Taylor, J. C.
64. Taylor, J. C.	64. Ford, J. C.
65. Ford, J. C.	65. Miller, J. C.
66. Miller, J. C.	66. Moore, J. C.
67. Moore, J. C.	67. Adams, J. C.
68. Adams, J. C.	68. Baker, J. C.
69. Baker, J. C.	69. Jones, J. C.
70. Jones, J. C.	70. Smith, J. C.
71. Smith, J. C.	71. Brown, J. C.
72. Brown, J. C.	72. Taylor, J. C.
73. Taylor, J. C.	73. Ford, J. C.
74. Ford, J. C.	74. Miller, J. C.
75. Miller, J. C.	75. Moore, J. C.
76. Moore, J. C.	76. Adams, J. C.
77. Adams, J. C.	77. Baker, J. C.
78. Baker, J. C.	78. Jones, J. C.
79. Jones, J. C.	79. Smith, J. C.
80. Smith, J. C.	80. Brown, J. C.
81. Brown, J. C.	81. Taylor, J. C.
82. Taylor, J. C.	82. Ford, J. C.
83. Ford, J. C.	83. Miller, J. C.
84. Miller, J. C.	84. Moore, J. C.
85. Moore, J. C.	85. Adams, J. C.
86. Adams, J. C.	86. Baker, J. C.
87. Baker, J. C.	87. Jones, J. C.
88. Jones, J. C.	88. Smith, J. C.
89. Smith, J. C.	89. Brown, J. C.
90. Brown, J. C.	90. Taylor, J. C.
91. Taylor, J. C.	91. Ford, J. C.
92. Ford, J. C.	92. Miller, J. C.
93. Miller, J. C.	93. Moore, J. C.
94. Moore, J. C.	94. Adams, J. C.
95. Adams, J. C.	95. Baker, J. C.
96. Baker, J. C.	96. Jones, J. C.
97. Jones, J. C.	97. Smith, J. C.
98. Smith, J. C.	98. Brown, J. C.
99. Brown, J. C.	99. Taylor, J. C.
100. Taylor, J. C.	100. Ford, J. C.

STATE TICKET-GOVERNOR.

Whig. Democrat. Free Soil. Pro-Slavery.

Wm. Johnson. Alex. P. Miller. John S. Fowler. John S. Fowler.

Alex. G. Conover. Alex. P. Miller. John S. Fowler. John S. Fowler.

Fugitive Slaves.

A synopsis of the law which recently passed Con-
gress, in relation to fugitive slaves, has been going
the rounds of the papers for some time. We be-
lieve it first appeared in the Cincinnati Gazette. It
is full of errors and calculated to mislead the public.
There were so many propositions before Congress,
and so much said in the public press, that we were
scarcely able to tell the real character and provi-
sions of the law, until we carefully examined it as
officially published. The following synopsis was
prepared with great care, with the law before us,
and may be relied on as correct:

The 1st section gives jurisdiction to the United
States Commissioners in cases of fugitive slaves.

The 2d confers the same power on the Superior
Court of the Territories, to appoint commissioners
now possessed by the Circuit Court of the United
States.

The 3d section authorizes the Courts to increase
the number of commissioners.

The 4th section gives to the Commissioners, so
appointed, concurrent jurisdiction with the Judges
of the United States Courts, to issue warrants and
grant certificates of ownership or proof in cases of
fugitive slaves.

The 5th section requires the Marshal and his
Deputies, to execute all process in such cases, and
authorizes him to appoint Deputies, and to call
to his aid the posse, if necessary, to arrest any fugi-
tive from justice or labor, and imposes heavy pen-
alties for refusal to execute process, and makes him
liable in case of escape.

Section 6, authorizes the owner of any fugitive
slave, or his regularly appointed agent, by power of
attorney under the seal of the Court, to pursue with
or without a warrant, and to take the slave before a
Judge or Commissioner, and upon full proof, by du-
tily authenticated depositions or oral testimony of
such ownership, he is required to issue his certificate,
which will authorize the owner to remove the
slave unmolested.

Section 7, imposes heavy penalties upon persons
who obstruct the execution of process and aid the
escape of fugitives.

Section 8, relates to the fees of the Marshal and
Clerk.

Section 9, requires the Marshal, on the order of
the Court or commissioner, to remove the fugitive,
in all cases when it shall appear that there is danger
of escape.

Section 10, points out the mode of proceeding in
the State where the fugitive escapes from, by re-
quiring the owner to go before a Court of record and
make proof of such escape, together with a full and
perfect description of the slave, and if such proof
of record, fully identify the slave, it shall be suffi-
cient evidence of ownership. In the absence of
such record, the owner must prove his property as
in any other case under the law. In no case is either
the owner or the slave a competent witness on the
trial.

The law of 1793 required State judges and magis-
trates to issue warrants and grant certificates of own-
ership. Many of the States, Indiana among the
number, have passed laws in aid of the act of Con-
gress; but the Supreme Court has decided that State
magistrates and executive officers, are not bound to
act, and since that decision some of the eastern
States have passed laws to obstruct the return of fu-
gitive slaves, by imposing severe penalties on per-
sons aiding in the arrest. It therefore became nec-
essary for Congress to act, or the provision of the
Constitution, which was the great feature of com-
promise at the time of its adoption, was a dead let-
ter. They might have stopped, by giving jurisdiction
to the commissioners, but it was thought best
more clearly to define their duties, and the duty of
Marshals. The penalties for procuring the escape
of slaves are increased, but the proof of ownership
is so defined, and all the legal proceedings so strict
and clear, that kidnapping under the color of law,
is impossible. The rights of the owner are protected,
and the free man of color secured from arrest
and abduction.

Periodicals.

Post & Co. Cincinnati, Ohio, will please accept
our thanks for the latest numbers of Leonard Scott
& Co's Republications of the British Quarterly and
Blackwood's Magazine. These works are conducted
by gentlemen of the first intellect and learning in
Great Britain, and treat of every subject in the
range of intellectual pursuit, often condensing, in a
small compass, the contents of voluminous works.
Terms: For one Review, \$3; a year, for two \$5;
for three \$7; for the four \$8; Blackwood's Maga-
zine \$3; Blackwood and the four Reviews \$10.

P. & Co., have, also, politely furnished us with
the Eclectic Magazine, W. H. Bidwell, Editor, New
York, and "Littell's Living Age," Boston. The
former is published monthly at \$5 per annum and
contains the cream of European Literature. Of the
latter John Quincy Adams once said: "Of all the
periodical Journals, devoted to literature and
science which abound in Europe and in this country,
this has appeared to me the most useful." Published
weekly at Six Dollars per annum.

Messrs Post & Co. will receive subscriptions for
the above works, and all the American Periodicals.
Their office is on 31 street, between Main and Wal-
nut, Cincinnati, Ohio.

"Graham's Magazine" for October is received,
and is a fine number.

[For the Indiana State Sentinel.]

University of Notre Dame de la Rue, Ind.

The studies of this Institution for the scholastic years
1850-51, have commenced again with the present
month, and an increased number of Professors and
Students. The College is located in a retired, beautiful
and salubrious region of north Indiana, within ten miles
of the Michigan Central Railroad. The system of in-
struction is extensive and thorough; embracing, besides
the branches usually taught in Colleges, tuition in vari-
ous arts and accomplishments not ordinarily afforded to
the best American schools. Not only are pupils fitted
for any of the liberal professions, but there is a special
department for such as look forward to the Counting-
House and to the various pursuits of business life. The
ample and elegant grounds of the institution afford
every means of innocent and healthful recreation, and
students partake, under the supervision of careful tutors,
the sports of fishing, swimming, skating, equestrian,
gymnastic, and martial exercises. Tuition—including
board and washing, \$100 per annum.

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Washington Correspondence.

WASHINGTON CITY, Sept. 19, 1850.

The bill abolishing the slave trade in the District
of Columbia has passed both houses, received the
sanction of the President, and is now a law. By its
provisions no slave can be brought into the District
to be sold as merchandise, and slaves sold in violation
of the law become free. There are now only about
six hundred slaves in a population of forty thousand,
and under this law the institution will soon
become extinct. But the abolitionists are deter-
mined not to stop until the six hundred old and de-
pendent slaves are set free by an act of Congress.
Originally the District was ten miles square, lying
on each side of the Potomac, and was ceded by
Virginia and Maryland to the United States. All
that part lying on the west side of the river has been
retroceded to Virginia, and there is now scarcely
six miles square left. Georgetown has remained in
status quo for the last forty years. Washington is
improving rapidly, but there is no country to feed it.
It is surrounded by a miserable, barren, broom sage
heath. It has the advantage of one of the most no-
ble rivers in the world, yet it has no commerce. It
has a railroad for the accommodation of passengers,
but their is little or no freight carried. The city is
literally fed and watered by the drippings from the
Treasury. But I am wandering.

The Senate is now acting on the general appropria-
tion bill. They added an appropriation of two hun-
dred thousand dollars to commerce, two additional
pennings to the Capitol, as rooms for the Senate and
House of Representatives, but I do not think the
House will concur without further data as to the
cost. However, there is no telling, in these days of
extravagance, what may be done.

A vast amount of business will be left on the
Speaker's table, not acted on. Among this mass I
will be the bill for a grant of lands for a rail-
road from Indianapolis to Chicago. The bill for a
line of steamers from New York to the Pacific coast
is now under discussion. The result of the vote is
doubtful. The measure of itself is popular, as an
efficient and important auxiliary to the colonization
project. Yet the men connected with it have pre-
judiced the cause. The bill directs the Government
to make a contract with George N. Saunders of
New York and Joseph Bryan of Alabama for a given
sum. Saunders and Bryan are great jobbers and
claim agents. The latter was connected, as attor-
ney, with the late Galphin claim, which, would
have blown upon the late administration, but for the, to it,
timely and judicious death of Gen. Taylor. But I have
not time now to explain. I shall very soon write a
letter on the subject of lobbying, logrolling and
sleeve gammon in congressional legislation. It is a
curious and interesting subject, and one which the
people must understand. When Congress adjourns
I will give you Washington city in slices.

XAVIER.

The Washington correspondent of the Rus-
sian-American, speaking of the measures of con-
ciliation passed by Congress, at its present session,
says:

Here I might pause and profitably review the history
of their acquisition, the circumstances attending
their acquisition, the political clap-traps manufac-
tured out of them, and their final fate. Time no space,
however, will not now permit. Suffice it to say that
having been a friend of the annexation of Texas, an ad-
vocate of the justice of the war with Mexico, out of
which these glorious acquisitions arose, I have no re-
grets over a single step I have taken to procure them
and I congratulate the proud and invincible Demo-
cratic party under whose auspices the whole has been
done, that a peaceable and satisfactory settlement is made, and
our flag now waves over the vast regions thus acquired
without resulting in the extension of slavery, but on the
contrary resulting in its actual curtailment over all that
west down taken off of Texas by the terms of the
Boundary bill.

New York Railroads.

We are permitted to make an extract from a let-
ter to a friend here, written by one of our citizens
now East, after having passed over one of the New
York Railroads. "The fact is, we passed more than
forty places worse than the Madison Hill, and at a
rate of from thirty to forty miles to the hour.
Through the Allegheny mountains over one hundred
miles, I did not see one mile of straight line, it was
one curve after another, and the road cut out of the
solid rocks, and many times from fifty to one hun-
dred feet to the rocks, water, or trees below, nearly
perpendicular; then we would pass embankments
100 feet high upon short curves at a furious rate,
enough to start the nerves of any person. How I
did wish the whole of your board were along, you
would go home and think it nothing but child's play
to finish the Bellefontaine road in a year or less."

What a contrast the above presents, to our railroads
constructed over our level country, both as to grade
and costs of construction.

ABOLITION IN THE DOG-DAYS.

At a recent abolition meeting in Massachusetts, Stephen Foster,
one of the crack orators of the insane fanatics, thus
discouraged of Daniel Webster:

"Anti-slavery can't prosper till we have killed Daniel
Webster. Mr. Chairman, I shall be understood to speak
figuratively here. I care nothing for his body. I hope
Providence will spare him to us as a subject for discus-
sion. But I mean we must destroy what is of far more
consequence than bodily life, his reputation. He is a
traitor and a villain. Compare him with Benedict Arnold,
and he is far more and more despicable than he."

The election of Mr. Sibley as delegate to
Congress from Minnesota, is to be contested by Col.
Mitchell, his opponent. The permission granted to
soldiers to vote, and the voting of Indians, are
among the grounds of contest.

Mrs. Myra Clark Gaines has applied to the
Legislature of Mississippi for a pension, in considera-
tion of the military services of her late husband.
What a reverse for a lady who, a year or two ago,
was believed to be the wealthiest woman in America.

The Postmaster at Vincennes, lately pursued
and caught at Carlisle, Patrick Ireland, charged
with robbing the mail at Vandalia, on the 3d of Aug-
ust last.

There is a dog in Roxbury, Mass., who has
acquired the habit of chewing tobacco. He is shun-
ned by all the decent dogs of the neighborhood.

W. B. Baker has sold out his interest in the
Terre Haute Journal to William Moore.

Powers' Greek Slave is in Buffalo.

Plank Road.

A question is agitating the public mind, in the
Southern part of the State, as well as other portions
of Indiana, whether a surrender of State and county
roads ought to be made to plank road companies for
the purpose of constructing plank roads thereon.
This question has drawn forth a letter from the Hon.
Robert Dale Owen on this subject, addressed to the
Hon. C. C. Graham, member of our State Senate,
and Delegate to the Constitutional Convention, which
has been published in the Warrick Democrat, and
which we have been requested to publish, in order to
give the opinions of Mr. Owen, on this interesting
question, a more general circulation.

NEW HARMONY, Ind., Aug. 29, 1850.

MY DEAR GRAHAM—On my return, last evening,
from Mount Vernon, I received your letter of the 26th
inst.

I am rejoiced to hear that you have nearly completed
your subscription of stock to the Newburgh, Boonville
and Lyncamore Plank Road. But I confess my surprise,
that there should be serious difficulty about obtaining
the right of way, for a plank road, in a country where
roads and the immense advantages resulting from them
public from this species of improvement, especially in
this Western country, where you reside.

I wish I could sit down by the fireside of some of those
who are opposed to this grant, and have a quiet talk
with them about it. It is a delicate question, and
one upon the disposition to make, or not to make,
such grants as this, depends, in a very great measure,
at the present time, upon the views of the public mind.
The counties who refuse to give up the right of way, are
in the race of improvements, as men would be, who should
still persist in navigating the Ohio without the aid of
steam. There are certain improvements of such un-
questionable advantage, that they must, in the end, be
of their utility, be adopted. Steam-boating is one of
these; the plank road is another. Plank roads are cer-
tain to spread over this State as the Sun is certain to
circumnavigate the globe. Our country is a vast level
land. Those who will suffer for it, but all will ulti-
mately come in; just as everybody who ascends the Mis-
sissippi, surely, will not be one of the laggards.

I visited the State of New York, last fall, to examine
her plank roads, and I saw many of them; some in pro-
gress of construction; others that had been in operation
upwards of three years. I found, that the first plank
road had been opened there to the public on the first of
July, 1846; and that, already, two thousand miles were
completed or in progress in that State alone, at a cost of
more than three millions of dollars. Every day new
ones were springing up. Every day added increased
conviction of their importance. I stopped some of the
teamsters whom I met, and found the universal feeling
to be, that no consideration would induce them to change
back to the old road; and that they had rather pay
double or triple the toll, than to do without them. No
wonder. On a well-made plank road with good grades,
two ordinary horses will pull a load of three tons. This
I have seen and know it to be true. The same horses
on our common roads, even on the best, will not pull
more than one ton. Now let any man sit down and calculate what he can afford to pay for the
privilege of hauling at one trip what he hauls at two
on the old road. Say that a farmer lives ten miles from town,
and that it is worth to him at each load, a dollar, to have
two additional, without additional team or time? In other
words, what does it usually cost to haul two tons ten
miles? Generally, about a cent a hundred a mile;
that is, for two tons, haul ten miles, four dollars. And
what is the toll by our plank road law, on a two ton
wagon travelling that distance? Twenty cents. Say that
it returns empty; then the toll is forty cents. For
twenty cents, at most, to be able to do what now costs four
dollars. An advantage of ten to one, in exchange of a
dime for a dollar! Whenever the time shall come when
men refuse to give a dime and receive a dollar in return,
then will they also (having seen and tried both) prefer
the present earth turnpikes to plank roads; but not till
then.

If our present State and County roads would keep
themselves in order—such order as it is possible, in our
soil, to keep an earth road in—it is never required to
keep an earth road, or to spend one day in road
labor upon them